

FRENCH PREMIER BETTER

"Condition Satisfactory," Say
M. Monis's Physicians.

RACE IN AIR IS RESUMED

Contest at Start of Which War
Minister Was Killed Sees
Record Flight.

Paris, May 22.—The physicians' bulletin issued to-night says simply: "M. Monis's condition continues satisfactory."

The Premier was permitted to take light nourishment to-day, and Professor Lannou, at the close of a consultation, said there was no longer fear of complications.

M. Monis does not yet know that the Minister of War, M. Berteaux, was killed in the same injuries. He persistently asks for news of M. Berteaux, and the physicians tell him this evening that the Minister of War was unconscious and that there was no hope. The Premier was so deeply affected that it was deemed best not to inform him of the death of M. Berteaux until tomorrow.

Although the Premier, who was buried beneath the wreckage of the monoplane, sustained compound fractures of two bones in the right leg, had his nose broken, his face badly contused, and received bruises on the breast and abdomen, no complications have set in so far, and the physicians are hopeful.

Professor Lannou, however, has officially announced that it would still take three days before he would be able to say whether the head of the French Cabinet was out of danger. Chloral was administered to the Premier during the night to induce sleep. The age of M. Monis, who is sixty-five years old to-day, is another factor in his general condition.

There was a pathetic scene at the bedside of the injured minister to-day when he received Emile Constant, Under Secretary of the Interior, and the members of his own family, all of whom extended their identity wishes. The Premier first asked for news concerning the health of his colleague in the cabinet, M. Berteaux. M. Constant replied that the condition of the Minister of War was grave, whereupon M. Monis murmured: "Oh, poor fellow! We both had a narrow escape."

All France in Mourning.

The terrible disaster of yesterday at the beginning of an international contest which promised to be one of the principal aviation events of the season, has plunged the whole French nation into a state of grief, and the death of the Minister of War is mourned without political distinctions throughout the republic as a national loss.

The body of the Minister is lying in state at the Ministry of War. The funeral, which has been set officially on Friday, will be conducted with full national honors. The army will go into mourning for thirty days.

President Fallières to-day received through Ambassador Jusserand a message from President Taft expressing his heartfelt condolences for the loss which France sustained by the death of M. Berteaux, and expressing his sympathy for the injured Premier. Messages of sympathy also have been received from the heads of state of practically every nation.

Herr Deutsch de la Meurthe, the veteran patron of aeronautics and automobilism, and Antoine Monis, son of the Premier, both of whom were struck by Train's machine when it plunged into the group of political spectators, were not seriously injured.

Although various versions are given as to the cause of the accident, which occurred with such frightful rapidity as to make it impossible to follow the lightning changes in the aviator's course just before the monoplane dashed into the Premier's party, it appears to be the consensus of opinion to-day that the disaster was caused by a defective motor, superinduced by an air flurry created probably by the falling of a troop of cuirassiers across the field directly under the moving aeroplane.

The Ministerial party was hidden from the pilot's view by the detachment of troops and in avoiding the soldiers' train crashed into the group of officials as though shot from a catapult.

Confusion was rampant following the fall of the monoplane. Cries of alarm and dismay arose from all parts of the field, and tens of thousands of persons broke through the lines formed by the gendarmes and rushed toward the scene of the accident. It was with great difficulty that the cavalry, by repeatedly charging the crowds, succeeded in clearing the field.

M. Berteaux, who was directly in the path of the aeroplane, was knocked a distance of ten feet, where he lay badly mangled in a pool of blood. Premier Monis, his son and M. Deutsch were pinned down to the wreckage of the machine. Train, the pilot, and M. Bounier, a passenger in the monoplane, emerged from the wreck unharmed.

It is the general belief that, as a result of the catastrophe, the rule prohibiting

speculators, even though they be members of the government, on the aviation field will be rigidly enforced in the future.

Paris-Madrid Race Resumed.

Notwithstanding the tragic accident which resulted in the death of the Paris-Madrid aviation race yesterday, the contest was continued to-day by four of the competitors.

Emile Train, whose machine was the direct cause of the disaster, retired from the race, but MM. Gilbert, Vedrine, Frey and Garros decided to continue their flights to the Spanish capital.

Vedrine arrived at Angoulême, 228 miles from the aviation field of Issy-les-Moulineaux, in the remarkable time of three hours and forty-three minutes, breaking the world's record for distance in a cross-country flight. The running time of the southern express between Paris and Angoulême is five hours and eighteen minutes.

His time was all the more extraordinary when it was considered that he had made a stop at Etampes, thirty-five miles from Paris, to regulate his motor. The aviator arrived at Angoulême in good condition, though he suffered considerably from the cold.

Frey began his flight from the aviation field at 2:06 o'clock this afternoon, but succeeded only in reaching Etampes, where his machine turned turtle in a squall and plunged to the ground. Frey was not hurt.

Gilbert on leaving Pontlevoy for Angoulême lost his way and landed at Ruzay, but later resumed his flight on the first leg of the course and arrived safely at his destination.

Garros, the first contestant to reach Angoulême, was reported to be repairing his machine for the second stage of the flight, from Angoulême to St. Sebastian.

No further starters appeared for the race, and a provisional classification has been made for the first stage of the flight.

Angoulême, May 22.—Vedrine, who made a record-breaking flight from Issy-les-Moulineaux to this place to-day, in the Paris-Madrid aviation race, brought out his machine this evening to give an exhibition for the benefit of a vast throng of persons who had gathered to witness the arrival of the aviator.

He was not successful in rising, and the crowd became unruly and demanded their money back. Rioters broke the barriers and attempted to wreck the official building and to destroy the machine. It was necessary to call out the troops to rescue the members of the local aero club's committee, which had charge of the affair.

Johnstone Wins the Cup

Hempstead, Long Island, May 22 (Special).—St. Croix Johnstone, flying a Molson monoplane of the Blériot type, 2d in the Garden City cup, today, under favorable conditions, which resulted in winning the Garden City cup that was offered for competition last autumn. The conditions were that the Garden City Hotel, the Cathedral of the Incarnation, and other large buildings should be circled three times after leaving the field on the edge of Hempstead Plains.

Johnstone remained about three thousand feet in the air, and made a brilliant flight, circling over Garden City, Hempstead and Mineola, and then off in the direction of Meadow Brook. When passing near the Meadow Brook Club oil so he happened the glasses of Johnstone that he was compelled to descend in the center of a large field.

He rose again after an inspection of his machine, and after circling the aviation field three times returned to his hangar. The cup was presented to Johnstone by Philip W. Wilson, Captain T. S. Baldwin and Swift Tarbell.

Captain T. S. Baldwin also did some excellent work at flying, making a number of circuits of the field with his "Red Devil" machine.

Aviator Reaches Strasburg

Hirth Leads Competitors in the Upper Rhine Reliability Flight.

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